



CIVIL AIR PATROL
NATIONAL HEADQUARTERS
MAXWELL AFB AL 36112-6332

CHANGE 1
CAP REGULATION 60-1 (E)
27 JUNE 2002

Operations

CAP FLIGHT MANAGEMENT

CAP Regulation 60-1, 4 November 2001, is changed as follows:

Page-Insert Change.

Remove	Insert
3/4	3/4
17/18	17/18
	18.1/18.2

Note: Shaded areas identify new or revised material.

Chapter 1

GENERAL INFORMATION

1-1. Purpose and Scope. This regulation prescribes national standardization for the CAP flight management program.

1-2. Responsibilities. All commanders and members are responsible for strict enforcement and compliance with the provisions of this regulation as well as the management of risks associated with flight and mission accomplishment. The authorization to operate CAP aircraft is a privilege, not a right.

1-3. Supplements and/or Operating Instructions. No unit below wing level may issue supplements or operating instructions (OIs) to this regulation (except the Congressional Squadron).

a. Supplements or OIs must be consistent with the intent of national standardization of the CAP flight management program and cannot reduce the requirements of this regulation.

b. Proposed supplements, OIs, or changes thereto, shall be submitted to NHQ CAP/DO for approval prior to issuance. If this regulation revision affects a currently approved supplement or OI, the affected supplement or OI shall be updated and submitted for approval within 6 months after the effective date of this regulation. The affected supplement or OI will be void 6 months from the effective date of this publication.

c. Wings operating hot air balloons in CAP flight activities shall publish flight management and operating procedures in a supplement to this regulation IAW paragraph 1-3.b above.

1-4. USAF Assigned Missions. The CAP, as the civilian auxiliary of the USAF, is authorized to perform certain assigned missions of the Air Force. These missions may either be reimbursable or nonreimbursable, depending upon the particular mission. Additionally, the CAP may be authorized by the USAF to provide services to other federal, state, local, and private agencies. The Air Force determines which missions the CAP will perform as USAF missions on behalf of the Air Force and other agencies. USAF missions in CAP aircraft include all flights to, from, and in conjunction with the assigned mission. All CAP missions assigned by the Air Force, whether in support of the Air Force or other agencies, will be issued an Air Force mission number or symbol.

1-5. CAP Corporate Missions. The CAP Corporation determines which missions the CAP will perform as CAP corporate missions. CAP corporate missions in CAP aircraft include all flights to, from, and in conjunction with the specified mission.

1-6. Explanation of Terms. The following terms and acronyms used throughout this regulation are defined and explained as follows:

- a. **CAP Aircraft.** Any aircraft (either member owned/furnished or CAP corporate) used in a CAP flight activity.
- d. **CAP Corporate Aircraft.** Any aircraft owned by and registered to CAP and any aircraft under an exclusive lease to CAP.
- e. **CAP Pilot.** A CAP member holding an FAA pilot certificate who is authorized to operate CAP aircraft on CAP flight activities.
- f. **CAP Flight Activity.** Any flight activity authorized by this regulation performed by CAP aircraft.
- g. **USAF Assigned Reimbursable Mission.** Any CAP flight activity flown under an Air Force mission number and/or Air Force mission symbol for which Air Force reimbursement is provided.
- h. **USAF Assigned Nonreimbursable Mission.** Any CAP flight activity flown under an Air Force mission symbol for which Air Force reimbursement is not provided.
- i. **CAP Corporate Mission.** Any NHQ CAP approved mission performed by CAP that is not an Air Force assigned mission.
- j. **Official CAP Purpose.** The use of CAP aircraft for USAF assigned and/or CAP corporate missions.
- k. **Over-water Flights.** Any flight beyond gliding distance of land.
- l. **Personal Use.** Any use of CAP aircraft where the primary purpose is for personal benefit rather than for the benefit of CAP.
- m. **Flight Crew.** A flight crew includes each person acting as a pilot, observer, scanner, instructor or check pilot or performing other assigned duties in an aircraft in flight during a CAP flight activity.
- n. **Crew Member.** A person acting as a pilot, observer, scanner, instructor or check pilot or performing other assigned duties in an aircraft in flight during a CAP flight activity.
- o. **Solo.** Flight time during which the CAP student pilot is the sole occupant of the aircraft.
- p. **Pre-Solo Qualification Flight.** A flight, performed at a CAP wing level or higher flight encampment/academy, during which the CAP student pilot demonstrates, to an onboard CAP certificated flight instructor (CFI), that he/she has the ability to fly the aircraft without assistance from the onboard CAP CFI. This flight does not require an FAA endorsement and does not fulfill FAA requirements for solo flight, however the prerequisite for a pre-solo qualification is completion of all requirements in the appropriate portion of FAR 61.87.

Chapter 2

GENERAL OPERATING RULES

2-1. General. To ensure the safe and efficient conduct of CAP flight activities, it is necessary to establish certain general operating rules, policies, and procedures. The following apply to all CAP flight activities:

- a. CAP aircraft may be used only for an official CAP purpose.
- b. Smoking is prohibited on CAP aircraft at all times.
- c. Only CAP pilots (powered aircraft) or FAA certificated mechanics may start, taxi, or otherwise operate CAP aircraft in ground operations.
- d. All CAP corporate aircraft (except gliders) shall carry a functional fire extinguisher.
- e. All occupants shall wear seat belts at all times.
- f. All occupants shall wear shoulder harnesses (if installed) anytime the aircraft is operated within 1,000 feet of the surface.
- g. An FAA flight plan shall be filed, prior to takeoff for all cross-country flights of more than 50 nautical miles distance, except those flights where a CAPF 84, *Counterdrug Mission Flight Plan/Briefing Form*, or CAPF 104, *Mission Flight Plan/Briefing Form*, is required.
- h. No more than eight persons, including crew members, are permitted on any CAP aircraft.
- i. On aircraft used for over-water flights (except short durations such as takeoff, approach, and landing) each occupant will wear an individual flotation life vest. The aircraft will also contain inflatable rafts of sufficient number and size to accommodate all occupants and at least one pyrotechnic signaling device. All flotation equipment will meet an FAA Technical Standard Order or be Coast Guard approved.
- j. "Hand propped" starts are prohibited.
- k. Training or flight checks shall only be conducted in aircraft equipped with operable dual controls. Exceptions may be granted in writing by the wing or region commander to accomplish flight checks for a specifically identified member in a member-furnished aircraft, provided the check pilot administering the flight check determines it can be safely accomplished.
- l. No charge may be made for any ground or flight training or flight checks accomplished in accordance with this regulation, except that designated pilot examiners may charge their customary fee when conducting a practical test for issuance of a FAA pilot certificate or rating.
- m. The limitations, procedures, performance data, etc., contained in the appropriate aircraft operating publications (*Airplane Flight Manual*, *Pilot's Operating Handbook*, *Flight Handbook*, *Owner's Manual*, *Information Manual*, checklists, etc.) shall be adhered to while operating CAP aircraft. All aircraft checklists will be in accordance with the appropriate FAA approved *Pilot Operating Handbook*, *Aircraft Owners Manual* or any other FAA approved checklists. Checklist use is mandatory in CAP aircraft.
- n. Individuals holding an FAA recreational pilot certificate are restricted from CAP flight activities.
- o. Due to Environmental Protection Agency and state guidelines, pilots obtaining fuel samples from the aircraft fuel system shall return the uncontaminated fuel to the fuel tank or place the fuel sample in an approved container provided by the airport operator.

2-2. Authorized Airfields. Unless otherwise authorized, CAP aircraft may operate to and from the following:

- a. Civilian airports listed in the current *FAA Airport/Facility Directory*.
- b. Other civilian airfields for which prior written permission has been obtained from both the owner/operator and either the Executive Director, region commander, or wing commander depending on the level of aircraft assignment.
- c. USAF and Other Military Airfields. For official purposes only, CAP aircraft may be authorized to land at USAF and other military airfields, provided there are no adequate civil facilities within reasonable proximity of the requested military airfield. When on an Air Force-directed mission, advance permission must be obtained through the military organization being supported. For other official CAP purposes, landing requests must be obtained through the military organization being supported and the appropriate wing liaison office:
 - 1) Forty-five (45) days in advance for member-furnished aircraft.
 - 2) Five (5) working days in advance for CAP corporate aircraft unless other specific arrangements have been made with a particular military airfield.

2-3. Required Airworthiness Certificate. Aircraft used on CAP flight activities must have a current FAA airworthiness certificate. Ultralight, aerolight, hang glider and similar aircraft, autogyros, gyrocopters, helicopters, experimental, primary category, home-built, and single seat powered aircraft (except member furnished glider tow planes) are not authorized for use on any CAP flight activity.

2-4. Prohibited Uses of CAP Aircraft. The following uses of CAP aircraft are prohibited:

- a. Personal use.
- b. Acrobatic flight.

STATEMENT OF UNDERSTANDING
1 January 1992

In order to fly CAP aircraft, I understand I must meet Federal Aviation Administration and CAPR 60-1, Operations, *CAP Flight Management*, requirements. I understand that these directives are changed from time to time and it is my responsibility to know and comply with these changes. I also understand that violation of these requirements may result in action being taken against me under the provisions of CAPR 60-1 and CAPR 62-2, *Safety, Mishap Reporting and Investigation*. I understand the provisions of CAPR 62-2 and CAPR 900-5, *The CAP Insurance/Benefits Program*, regarding liability for damage to CAP property.

Signature

Date

NOTE: This statement of understanding need only be accomplished one time and a copy of this statement will be retained in the pilot's flight records.

CAP AIRCRAFT OPERATIONS UNDER FAR EXEMPTIONS

General: The FAA in 1981 ruled that CAP aircraft operations are considered those of "civil aircraft" and not "public aircraft" and are therefore subject to the Federal Aviation Regulations (FARs).

FAA Exemptions for CAP Operations: All CAP operations are conducted under the FARs unless specifically exempted by the FAA. CAP has obtained FAA exemptions in two areas:

1. FAR Part 61 – Reimbursement of Private Pilots

- The FAA Exemption to FAR Part 61.113(e), exemption number 6771B, allows CAP members who are private pilots flying Air Force assigned (Categories A and B) "search and locate" missions and private pilots flying CAP or AFROTC cadet orientation flights to be reimbursed for certain expenses.
- Reimbursement for member-furnished aircraft is included.
- Per diem is allowed.
- Only reimbursement and per diem provided for in CAP Regulation 173-3, *Payment for Civil Air Patrol Support*, are allowed, and only at the rates and in accordance with the procedures set forth in that regulation.

2. FAR Part 91, Subpart F – Large and Turbine Powered Multi Engine Airplanes

- This exemption, number 6485, applies **only** when a non-member passenger or property not owned by CAP is being carried on a flight that CAP would be making even if the non-member passenger or property was not on board.
- CAP is allowed to receive limited payment while operating **small aircraft** under the General Operating and Flight Rules of FAR Part 91 instead of Part 135. All of the additional rules of FAR Part 91.501-91.599 apply.
- The exemption allows:
 - CAP to receive payment (not in excess of the cost of owning, operating and maintaining the airplane) from sources other than CAP, i.e., FEMA, Red Cross, NWS, FAA, when non-member persons (other than crewmembers) are carried,
 - and
 - CAP to receive payment (not in excess of twice the cost of fuel, oil, lubricants, and other additives plus the out of pocket costs of the flight) from sources other than CAP, i.e., FEMA, Red Cross, NWS, FAA, when property belonging to other than CAP is to be transported (i.e., – Red Cross blood transport).
- The CAP pilot in command (PIC) conducting operations under this exemption must hold a commercial pilot certificate with appropriate category and class ratings for the aircraft to be used in the operation. The PIC also must hold an instrument rating except when conducting day VFR flights within 50 nautical miles of the departure airport.
- The PIC conducting operations under this exemption must hold at least a current second-class medical certificate.
- The aircraft used for operations conducted under this exemption must be maintained and have 100-hour and annual inspections performed in accordance with FAR part 43 and part 91.

The full text of these exemptions can be found at <http://aes.faa.gov/>

The following chart sets summarizes the applicable FAA rules for various types of CAP missions. As used in the FARs, "aerial work operations" refers to a flight that originates and terminates at the same point and where the purpose of the flight is to perform some mission in the air during the course of the flight. "Transportation" refers to a flight that originates and terminates at different points, where the purpose of the flight is to go from the point of origin to the point of destination.

CAP MISSIONS AND PILOT LIMITATIONS

IF THE PURPOSE OF THE FLIGHT IS	AND ON BOARD ARE	AND THE MISSION IS	AND THE AIRCRAFT IS	THEN MAY BE FLOWN BY	PILOT MAY BE REIMBURSED FOR	REFERENCE
Search and Locate	Pilot crewmembers, CAP members, Armed Services, Authorized Government Employees	A or B Reimbursed or Not Reimbursed	Corporate Owned	Private Pilot	Fuel, Oil, Supplemental Oxygen, Fluids, Lubricants, Servicing, Maintenance, Per Diem	Exemption 6771B
			Member Furnished	Private Pilot	In accordance with CAPR 173-3	Exemption 6771B
		C Reimbursed or Not Reimbursed	See Aerial Work Operations			
	Other Passengers	A	Any	Private Pilot	Fuel, oil, airport expenditures, or rental fees	FAR 61.113(e)
		B or C Reimbursed	Any	Commercial Pilot or ATP	Any Expenses Authorized by CAP	FAR 119.1(e)(4)
		Not Reimbursed	Any	Private Pilot	Pilot may not pay less than the pro rata share of the operating expenses, provided the expenses involve only fuel, oil, airport expenditures, or rental fees OR pilot may not log flight time	FAR 61.113(a); FAR 61.113(c); FAR 119.1(e)(4); FAA Interpretation 1997-23
Aerial Work Operations (Aerial imaging, radio relay)	Crewmembers (FAR 1.1)	Any	Any	Private Pilot	Pilot may not pay less than the pro rata share of the operating expenses, provided the expenses involve only fuel, oil, airport expenditures, or rental fees OR pilot may not log flight time	FAR 61.113(a); FAR 61.113(c); FAR 119.1(e)(4); FAA Interpretation 1997-23

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CAP MISSIONS AND PILOT LIMITATIONS (CONTINUED)

IF THE PURPOSE OF THE FLIGHT IS	AND ON BOARD ARE	AND THE MISSION IS	AND THE AIRCRAFT IS	THEN MAY BE FLOWN BY	PILOT MAY BE REIMBURSED FOR	REFERENCE
	Passengers or Non-CAP Property	Reimbursed	Any	Commercial Pilot or ATP	Any Expenses Authorized by CAP	FAR 119.1(e)(4)
		Not Reimbursed	Any	Private Pilot	Pilot may not pay less than the pro rata share of the operating expenses, provided the expenses involve only fuel, oil, airport expenditures, or rental fees OR pilot may not log flight time	FAR 61.113(a); FAR 61.113(c); FAR 119.1(e)(4); FAA Interpretation 1997-23
Domestic CAP or AFROTC Orientation Flights	Pilot crewmembers, CAP Cadets, AFROTC Cadets	A or B Reimbursed or Not Reimbursed	Corporate Owned	Private Pilot	Fuel, Oil, Supplemental Oxygen, Fluids, Lubricants, Servicing, Maintenance, Per Diem	Exemption 6771B
			Member Furnished	Private Pilot	In accordance with CAPR 173-3	Exemption 6771B
Overseas CAP Orientation Flights	Pilot crewmembers, CAP Cadets	Any	AF Aero Club Owned	Commercial Pilot with Instrument Rating or ATP	Any Expenses Authorized by CAP	Exemption 6771B, CAPR 60-1 Para 3-2 f 6)
Transportation	Passengers or Non-CAP Property	A or Not Reimbursed	Any	Private Pilot	Pilot may not pay less than the pro rata share of the operating expenses, provided the expenses involve only fuel, oil, airport expenditures, or rental fees OR pilot may not log flight time	Exemption 6771B, FAR 61.113(c)
				Commercial Pilot	Any Expenses Authorized by CAP	Exemption 6771B
		B or C Reimbursed	Any	Not Authorized - Part 135	N/A	FAR 119.1